

0376  
0377  
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NAB12:FTC:Wr

Ser:

OCT 29 1958

THIRD ENDORSEMENT on NAF MONTEREY AAR 2-58 concerning SNB-5,  
BuNo. 39908 accident occurring 18 September 1958, Pilot MURRAY

From: Commander, Naval Air Bases, Twelfth Naval District  
To: Chief of Naval Operations  
Via: Commander, U. S. Naval Aviation Safety Center

Subj: NAF, Monterey AAR 2-58; forwarding of

1. Forwarded concurring in the findings of the aircraft accident board.

*B. F. McLeod*

B. F. McLEOD  
Chief of Staff

Copy to:  
NAVAVSAFECEN (2 Airmail)  
BUAER (1) - (Direct)  
SUPT, USNSPG SCHOOL  
CO NAF MONTEREY

1

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PART VII OPNAVINST 3750.6B



N64(02)  
P6(2634.8)  
17 OCT 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 65, OPNAV INSTRUCTION 3750.6C

SECOND ENDORSEMENT on NAF, Monterey AAR 2-58 concerning SNB-5,  
BuNo. 39908 accident occurring 18 September 1958, Pilot MURRAY

From: Superintendent, U. S. Naval Postgraduate School, Monterey, California

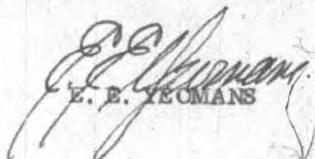
To: Chief of Naval Operations

Via: (1) Commander, Naval Air Bases, Twelfth Naval District

(2) Commander, U. S. Naval Aviation Safety Center

Subj: NAF, Monterey AAR 2-58

1. Forwarded, concurring in the findings of the aircraft accident board.

  
E. E. YOCMANS

11.1  
A25  
15 October 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
PARAGRAPH 65, OPNAV INSTRUCTION 3750.6C

FIRST ENDORSEMENT on NAF, Monterey AAR 2-58 concerning SNB-5, BuNo. 39908  
accident occurring 18 September 1958, Pilot MURRAY

From: Commanding Officer, Naval Air Facility, Monterey, California  
To: Chief of Naval Operations  
Via: (1) Superintendent, U. S. Naval Postgraduate School, Monterey, California  
(2) Commander, Naval Air Bases, Twelfth Naval District  
(3) Commander, U. S. Naval Aviation Safety Center

Subj: NAF, Monterey AAR 2-58

1. Forwarded, concurring in the findings of the Aircraft Accident Board.
2. Reindoctrination of all tower personnel is currently in process.
3. A Board of Investigation was convened on this station as the result of subject accident and the Report of the Board of Investigation was forwarded by this command on 9 October 1958.

*C. M. Jett*  
C. M. JETT

Copy to:  
NAVAVNSAFECEN (2 Airmail)  
BUAER

INDEX TO U. S. NAVAL AIR FACILITY, MONTEREY

AAR 2-58

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SPECIAL HANDLING REQUIRED

See instructions for completing  
in accordance with Part VII OPNAVINST 3700.1  
prior to filling out

PART I - GENERAL

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: Commanding Officer, U.S. Naval Air Facility Monterey	2. DATE OF ACCIDENT: 18 Sep 1958	3. AIR SERIAL NUMBER: 2-58
4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)	TIME 1115T APPROX.	
R. VIM: 1) Supt, U.S. Naval Postgraduate School ... Commander, Naval Air Bases, 12th Naval Dist.	5. ENCLOSURES: (1) Operations Duty Off. Statement (2) Tower Operator's Statement (3) Photographs (4) Medical Officers Report (Original only)	
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1) Commander, (4) DIRECTOR, U.S. NAVAL AVIATION SAFETY CENTER	185	
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7. OTHER AIRCRAFT INVOLVED (if different than item number 1):

8. ACTIVITY OPERATING AIRCRAFT (if different than item 7):

9. LOCATION OF ACCIDENT: Monterey Bay

10. ELEVATION ABOVE SEA LEVEL: Sea Lev

11. CLEARANCE: FROM NAF Monterey, TO NAF Monterey

12. FLIGHT INFORMATION: (1) PRE-FLIGHT (2) LOCAL (3) OPERATIONAL (4) SURVEYS (5) DIRECT (6) OTHER (Specify)

13. TIME OF ACCIDENT: 14. PRE-FLIGHT CONTROL: (1) undetermined (2) undetermined

15. AIRCRAFT: 16. AIRCRAFT NUMBER: 17. DAMAGE TO AIRCRAFT: 18. DOLLAR COST: 19. AIRSPEED (KIAS): 20. A/C WEIGHT:

SNC-5 39908 X \$75,000 Unknown 8089

21. OTHER MODEL: 22. AIRCRAFT REPORTED DESTROYED AND GRAVE CLASSIFICATION OF ANY OTHER AIRCRAFT INVOLVED: Complete separate DRAFT FORM 1750-2 for each

None

1. PILOT	2. NAME (last, first and middle initial)	3. RANK/RATE	4. HI-REV. NO. & DESIGNATOR	5. DATE DESIGNATED	6. DATE OF BIRTH
PILOT (Name if different from name of commander)	MURRAY, Gilbert S.	LT.	(b) (6)	1310	12-06-50
CO-PILOT	SHIMER, Melvin G.	LT.	(b) (6)	1310	6-03-53

7. PERSONNEL: 8. OPERATIONAL FLIGHT TRAINER: 9. UNIT TO WHICH ATTACHED: 10. TYPE INSTRUMENT CARD:	AVAILABILITY USED	U. S. Naval Postgraduate School Monterey	STANDARD SPECIAL
PILOT: YES X NO	YES X NO		

CO-PILOT: YES X NO	YES X NO	U. S. Naval Postgraduate School Monterey	X STANDARD SPECIAL
--------------------	----------	--	--------------------

ITEM	PILOT	CO-PILOT	STUDENT	ITEM	PILOT	CO-PILOT	STUDENT
ALL MODELS	Murray	Shimer		CV LANDINGS DAY/NIGHT	Murray	Shimer	
	2446.3	1361.6			Not logged	79/0	
ALL MODELS IN LAST 12 MONTHS	142.2	109.7		FCLP LANDINGS DAY/NIGHT	Not	logged	
ALL MODELS IN LAST 3 MONTHS	30.1	20.9		INSTRUMENT HOURS, LAST 3 MONTHS	5	3.6	
ALL SERIES THIS MODEL	287.2	65.8		NIGHT HOURS, LAST 3 MONTHS	3.0	0.5	
ALL SERIES THIS MODEL, LAST 12 MONTHS	51.2	16.9		(jet accidents only)- TOTAL JET PILOT HOURS	-	-	
ALL SERIES THIS MODEL, LAST 3 MONTHS	12.7	16.9		DATE LAST FLIGHT, ALL SERIES THIS MODEL	9/4/58	9/11/58	
				DURATION LAST FLIGHT, ALL SERIES THIS MODEL	4.6	2.1	

NAME (last, first and middle initial)	RANK/RATE	ELICHT SERVICE NO.	REG. TO WHICH ATTACHED	FLYING CODE	BILLET	POSITION
MURRAY, Gilbert S.	LT.	(b) (6)	U. S. NAV POSTGRAD SCH	L	Pilot	Cockpit
SHIMER, Melvin G.	LT.	(b) (6)	U. S. NAV POSTGRAD SCH	L	Co-pilot	Cockpit
SIMPSON, Neil E.	A02	(b) (6)	U. S. NAF MONTEREY	L	OBS	Cabin

(If additional space is necessary, attach additional sheet(s))

## AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 31501

1. CEILING Clear	2. VISIBILITY 8	3. WIND DIRECTION AND VELOCITY NNW 15-20	4. TEMPERATURE 70	OUTSIDE AIR TEMPERATURE 75	5. DEP. POINT 57	6. ALTITUDE SETTING 29.84					
7. OVER WEATHER CONDITIONS (wind, clouds, icing levels, state of sea, etc., if pertinent to accident)											
Sea choppy, Sea Temp. 58° Freezing Level 16000'											
SECTION C - FACTOR											
8. Primary Factor (If more than one factor, list them in order of importance)											
PILOT ERROR	LANDING SIGNAL OFFICER ERROR		MATERIAL FAILURE OR MALFUNCTION								
CREW ERROR	OTHER PERSONNEL ERROR, Specify.....		MATERIAL INADEQUACY								
SUPERVISORY PERSONNEL ERROR	ADMINISTRATIVE ERROR		ROLLING AND PITCHING DECK/ROUGH SEAS								
Maintenance PERSONNEL ERROR	AIRPORT OR CARRIER FACILITIES		UNDETERMINED								
SERVICING PERSONNEL ERROR	WEATHER		OTHER, Specify.....								
SECTION D - FACTOR											
9. FOR ACCIDENTS ABOARD DEPLOYED CARRIERS (Complete Following Section on Pilot.)											
1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS									
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS									
SECTION E - DEPLOYMENT											
PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA											
1. AIRCRAFT HISTORY		DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK	
		03-15-43	4	9	6	559.9	7745.6	60 hour Intermediate	13.6	6	
2. ENGINE HISTORY		ENGINE MODEL	SERIAL NO. OF ENGINE								
		1. Not in log	R985-14B 42-17851	5	567.0	4406.8	Intermediate	13.6	6		
		2. Sep 1942 R985-14B 37716		4	1219.9	4382.5	Intermediate	13.6	6		
		3.							6		
		4.									
3. DID FIRE OCCUR: <input type="checkbox"/> BEFORE ACCIDENT <input type="checkbox"/> AFTER ACCIDENT <input type="checkbox"/> DID NOT OCCUR							5. DID EXPLOSION OCCUR IN FLIGHT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				
4. CHECK IF APPLICABLE			D. HAS DIR BEEN REQUESTED?		E. FAILED COMPONENT INVOLVED						
<input type="checkbox"/> AMP FOR SERIAL			<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		unknown						
CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT											
6. <input type="checkbox"/> AIRCRAFT DESIGN			d. <input checked="" type="checkbox"/> UNDETERMINED			g. <input type="checkbox"/> SURFACE FACILITIES					
7. <input type="checkbox"/> AIRCRAFT EQUIPMENT			e. <input type="checkbox"/> TECHNICAL INSTRUCTION			h. <input type="checkbox"/> HUMAN ENGINEERING (e.g. cockpit configurations)					
8. <input type="checkbox"/> MAINTENANCE			f. <input type="checkbox"/> OTHER, Specify.....								
9. MISC. DATA		1. ALTITUDE AT MALFUNCTION Not known	2. AIR SPEED (KTS) -	3. OPERATING TEMPERATURE -	4. WEIGHT OF AIRCRAFT 8089	5. C.G. (% MAC) 21.5%	6. KIND OF FUEL 91/96	7. ENCL. PRESSURE Not known			
10. EVIDENCE OF FUEL CONTAMINATION		11. CAUSE OF ENGINE FAILURE OR FLAMMOUT Not known									
12. DATA		13. EXTERNAL METERS ADDED/ADJ.									
14. COMMENTS		15. ADDITIONAL INFORMATION (if additional space is necessary, attach additional sheet(s))									
16. APPROVAL		17. SIGNATURE									

NARQB Ser. 5744984 550 since overhaul  
Ser. 5573396 10 hours since overhaul

## SPECIAL HANDLING REQUIRED

AIRCRAFT ACCIDENT REPORT  
ACCORDING TO PART VII OPNAVINST 3750.6B

## PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

SECTION A - FACILITIES DATA 1. GENERAL CHECK LIST OF BASIC FACILITIES INVOLVED IN THE ACCIDENT IN THE NAV 100 SECTIONS	a. <input type="checkbox"/> CLEARANCE AUTHORITY	b. <input type="checkbox"/> FLIGHT PLANNING INFORMATION SOURCE	c. <input type="checkbox"/> LANDING AIDS (GCA, CCA, ILS, etc)	d. <input type="checkbox"/> TRAFFIC CONTROL TOWER (Field or Ship)	e. <input type="checkbox"/> APPROACH AND ENROUTE AIDS TO NAVIGATION	f. <input type="checkbox"/> RUNWAY WATCH	g. <input type="checkbox"/> LANDING SIGNAL OFFICER	h. <input type="checkbox"/> RUNWAY	i. <input type="checkbox"/> WATER LANDING AREA	j. <input type="checkbox"/> APPROACH ZONE	k. <input type="checkbox"/> END ZONE	l. <input type="checkbox"/> SHOULDER	m. <input type="checkbox"/> TAXIWAY	n. <input type="checkbox"/> PARKING AREA	o. <input type="checkbox"/> EMERGENCY ARRESTING GEAR (Runway)	p. <input type="checkbox"/> AIRCRAFT SERVICING, HANDLING AND DIRECTING (Field or Ship)	q. <input type="checkbox"/> CRASH AND RESCUE	r. <input checked="" type="checkbox"/> SEARCH AND RESCUE	s. <input type="checkbox"/> CATAPOULT	t. <input type="checkbox"/> ARRESTING GEAR (Carrier)	u. <input type="checkbox"/> BARRIER OR BARRICADE (Field or Ship)	v. <input type="checkbox"/> FLIGHT DECK
	w. <input type="checkbox"/> OTHER (Specify) .....																					

a. EQUIPMENT INVOLVED:	<input type="checkbox"/> CATAPOULT	<input type="checkbox"/> ARRESTING GEAR	b. PRESSURE SETTINGS	c. WIND OVER DECK	d. RELATIVE HEADING	e. APPROACH SPEED (SPN-12 READING)
f. MARY NUMBER	g. MODEL NUMBER	h. LOCATION ON SHIP	i. LAUNCHING BRIDLE AND CONFIGURATION USED			

j. CATAPOULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

b. This portion shall be completed whenever (1) a major aircraft accident involves arresting gear, barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Minor accidents or routine damage to cables, weldings and other expendable components need not be reported.

2. SHIP'S DATA	DECK RUMOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS		ACCUMULATOR PRES-SURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
			CONSTANT PRESSURE - DOME (PSI.)	CONSTANT RUM-OUT (#T. LBS.F.) RATIO		
DECK PENDANT						
DECK PENDANT						
BARRIER						
BARRIER						
BARRICADE						

## PART III REMARKS (continue on separate pages if necessary)

1	A	6	Copies to: (2) Naval Aviation Safety Center (Direct Airmail) (1) BUAAER (AER 512) (DIRECT)
			A. No government property damage B. No private property damage

PART IV - SIGNATURES (INDICATE (b) (6))			October 1958
(b) (6)			(b) (6)
CDR, USN Operations Off. (senior member)			LCDR, USN, Aviation Safety Off. (member)
UNIT BILLET			UNIT BILLET
H. D. GIDDINGS, CAPT, USN Flight Surgeon (flight surgeon member)			LTCG, USNR, Personnel Off. (member)
			UNIT BILLET

PART V THE ACCIDENT

At 1314T 18 September 1958 LT MURRAY listed as pilot, LT SHIMER as co-pilot, and SIMPSON AC2 as observer took off from NAF MONTEREY in SNB-5 Bureau Number 39908 on a three hour local flight. LT MURRAY was scheduled to give an instrument check to LT SHIMER and had indicated he would probably stress basic airwork on this flight, completing the airways portion on a second flight.

The tower requested that Navy 39908 make radio checks on 3023.5KC in order to flight test tower's receiver. Navy 39908 called in over Hollister at 1338T on 142.74MC, reporting that he had been calling on 3023.5KC with negative results. At 1358T the tower received a garbled transmission from 39908 which was understood as a position report over Santa Cruz. The tower received no further calls from Navy 39908.

At approximately 1440 this tower received a call from a Coast Guard UF pilot reporting the sighting of dye marker in Monterey Bay between PT PINOS and Davenport. After several passes by the Coast Guard aircraft its pilot reported that there was no life raft or personnel in the water and that the objects were believed to be a ship's training device. The Coast Guard aircraft then departed for its home station at San Francisco.

SNB-5 BuNo 39908 was due to land at approximately 1614T and was reported overdue to the Operations Duty Officer at 1755T. A search was launched at 1830T with negative results. The following day Friday 19 September 1958, at approximately 1448T, pilot and crew of the station helicopter HUP-2 sighted debris  $259^{\circ}$  M approximately 3 miles from PT PINOS. Boats were launched from the Monterey Coast Guard Lifeboat Station and recovered two orange seat cushions, an aircraft weight and balance book for "SNB-5 Serial No. 39908", and a piece of balsa wood decking. Subsequent beach search parties picked up a third seat cushion, many pieces of balsa wood decking, two solar stills, and dye marker.

PART VI DAMAGE TO AIRCRAFT

The aircraft sustained strike damage with all major components being lost at sea.

1. The balsa wood decking was shattered into many small pieces indicating high impact forces.
2. The seat cushions were ripped.

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SPECIAL HANDLING REQUIRED  
IN ACCORDANCE WITH PART VII OF NAVINST 3750.6B

PART VII THE INVESTIGATION

1. The pre-flight investigation revealed the following:

a. LT MURRAY was properly cleared by the authorized clearance officer to fly SNB-5 BU NO 39908 in the NAF Monterey local flying area for a period of three (3) hours, with no deviation from normal flight procedures authorized.

b. LT SHIMER was scheduled to receive an instrument check from LT MURRAY.

c. SIMPSON, AC2 was assigned as an observer for look-out purposes.

d. LT MURRAY had indicated earlier that he planned to concentrate on basic airwork during this flight, requiring a second period to finish the airways portion of the check.

e. Past maintenance history on 39908 showed no recent powerplant discrepancies, and no airframe discrepancies related to structural strength members; this was reaffirmed by interrogating pilots who had flown the aircraft just prior to this flight.

2. The in-flight investigation revealed the following:

a. LT MURRAY and LT SHIMER took-off at 1314T 18 September 1958 in SNB-5 BU NO 39908.

b. Navy 39908 was asked by Monterey Tower to make radio checks on 3023.5KC.

c. At 1338T Navy 39908 reported over Hollister on 142.74MC indicating negative results on 3023.5KC.

d. At 1358T the tower received a garbled call from Navy 9908 which was interpreted as a position report over Santa Cruz.

e. No further position reports were received by the tower or any communication station.

f. Apparently no fishing boats were in the western portion of Monterey Bay. The water in Monterey Bay area was so choppy and aggravated by moderate swells that the fishing boats stayed in port that afternoon.

g. Visibility was not sufficiently good for an aircraft in distress or landing 10 miles out in the bay to be seen from shore.

3. The post-flight investigation revealed the following:

a. At about 1440T pilots of a Coast Guard UF BU NO 2124 on a familiarization flight between San Francisco and PT Pines sighted dye marker in Monterey Bay at approximately 36-44N, 122-07W.

SPECIAL HANDLING REQUIRED  
IN ACCORDANCE WITH PART VII OPNAVINST 3750.6R

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H

b. Coast Guard 2124 notified Monterey tower and proceeded to investigate.

c. The pilot noted a round yellow object which seemed to be leaking dye marker. Several other yellow objects were sighted which seemed to be in a pattern.

d. After a thorough check of the area the Coast Guard pilot reported that there was no life raft or personnel in the water and the pattern appeared to be a ship's training device or marker.

e. The tower personnel failed to pass the report on to the Operations Officer.

f. The tower personnel failed to notify the Operations Duty Officer of the overdue aircraft until 1755T.

g. Existing instructions require initial action on overdue aircraft when 30 minutes overdue or at 1644T in this case.

h. The first search was launched at approximately 1830T but was all overland and along established airways and was flown mostly after dark. This was due to a lack of indication, at time of the launch, that the aircraft was probably lost at sea.

i. The search continued on 19 September 1958 with intensive overwater as well as overland search. Seat cushions were sighted in the open sea, at approximately 1448T, bearing 259 degrees magnetic three miles from PT. Pinos.

j. Two seat cushions, the weight and balance book for "SNB-5 serial 39908" and a piece of balsa wood decking were picked up by a coast guard boat under the direction of the station helicopter, in the abovementioned location, at about 1800T, 19 September. (ENCLOSURE 3).

k. The sea was too choppy to make further search by small boat practically.

l. No other debris was located until Monday 22 September 1958 when a third seat cushion was picked up from the beach at PT. Pinos. Further search by walking parties netted many pieces of balsa wood decking in the same general area.

m. Walking searches during the week collected a considerable amount of decking, two solar stills, and a dye marker. A large amount of the debris was collected between the PT. Ord danger area and the Salinas river. (ENCLOSURE 3)

n. Investigation into the human factors revealed the following:

a. LT MURRAY was well qualified in many types of aircraft.

SPECIAL HANDLING REQUIRED

IN ACCORDANCE WITH PART VII OPNAVINST 3750.6B

- b. He was known as a very thorough and deliberate pilot.
- c. He prided himself on his knowledge and actions in emergency situations.
- d. His flying habits made him regular in his position reports.
- e. Discussions with LT MURRAY in the past indicated that he was a very thorough instrument check pilot.
- f. LT SHIMER was considered to be a very competent pilot.
- g. He had only a limited amount of flight time in the SNB.

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SPECIAL HANDLING REQUIRED  
IN ACCORDANCE WITH PART VII OPNAVINST 3750.6B

SPECIAL HANDLING REQUIRED  
IN ACCORDANCE WITH PART VII, OPNAVINST 3750.6B

PART VIII THE ANALYSIS

From analysis of the investigation discussed above, the following findings or assumptions have been reached.

1. No cause fact factors have been uncovered.

2. In-flight.

a. Navy 39908 may have had radio difficulties.

b. Sea conditions in Monterey Bay on 18 September 1958 would have made an SNB water landing hazardous.

3. Post-flight.

a. Items sighted by the Coast Guard pilots at approximately 1430T, 18 September, were probably debris from the crash of 39908.

b. The shattered condition and considerable number of small balsa-wood pieces recovered indicates the likelihood of an uncontrolled crash rather than a controlled water landing.

c. Recovery of all cabin seat-cushions indicates that the observer's seat belt must have been released, but no determination of when it was released can be made.

4. Human factors.

a. LT MURRAY was probably requiring LT. SHIMER to fly basic instrument air work prior to the accident.

b. On the basis of personal knowledge of LT MURRAY's flight habits and personality traits, it is felt that he would not hesitate to report a recognized emergency if time and circumstances had permitted.

PART IX COMMENTS AND RECOMMENDATIONS

COMMENTS.

1. Due to the lack of witnesses, no Mayday report, and the meager amount of debris recovered no satisfactory reconstruction of the events or cause factors can be established. The two most likely possibilities considered by the Aircraft Accident Board are an attempted water landing or/and a failure to recover from an unusual attitude on the instrument check.

2. In this instance it is felt that the tower personnel exercised improper latitude in failing to advise their operational authorities upon receipt of the Coast Guard report (see PART VII para 3 a.) When an aircraft did appear to be overdue they failed to notify the Operations Duty Officer.

RECOMMENDATIONS.

1. The board cannot make a constructive recommendation in regards to the prevention of, an accident of this nature.

2. The tower personnel should have a thorough reindoctrination in their responsibilities.

SPECIAL HANDLING REQUIRED  
IN ACCORDANCE WITH PART VII OPNAVINST 3750.6B

INDEX OF ENCLOSURES

ENCLOSURES	TITLE	T.B.
1	Operations Duty Officer's Statement	A
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3	Photographs	C
4	Medical Officer's Report(Original Only)	B

Statement of the Operations Duty Officer, U. S. Naval Air Facility,  
Monterey concerning crash of SNS-5 Bureau Number 39908,  
on 18 September 1958 in Monterey Bay.

I was the Operations Duty Officer from 1630, 18 September 1958 to 0800, 19 September 1958. At about 17<sup>00</sup> on 18 September 1958 I received the report from the flight desk that SNS 39908 was overdue from a 3.0 hours local instrument flight. I immediately had the flight desk operator, notify Flight service of this and asked them to conduct a ramp check of all military fields in the local area. Knowing that the operations officer, CDR (b) (6) was on board I notified him of the situation and he came to operations and took over. In connection with this incident I later listened to a tape recording of conversation between NAF Monterey tower and aircraft 39908. The tape I listened to was marked #1 which at that time was recording 1h2.7h MCS and 121.5 MCS.

At a point numbered 0772 on subject tape I heard aircraft 39908 call for taxi instructions for take off. At 0776 on the tape 39908 was cleared for take off. The log in the tower I believe shows that the aircraft 39908 did take off at 1314 that afternoon, therefore I associate time 1314 with the numbers 0776 on the tape. At 0802 numbers on the tape I heard NAF Monterey tower and 39908 make a radio check. 39908 was at this time over Hollister, California. I associate 0802 numbers on the tape as time 1340. Again at 0822 numbers on the tape I heard NAF Monterey tower call 39908 and say in essence, "you are garbled, understand you are over Santa Cruz" or words to that effect. This is the last transmission I heard on this tape. I later listened to the tapes of all four other recorders in the tower at that time in question. No transmission between 39908 and NAF Monterey tower were heard on these tapes.

(b) (6)  
[REDACTED]

Commander, U. S. Navy

29 September, 1958

TO : Operations Officer

FROM : Control Tower

SUBJECT: Radio communications with Navy 39908 SNS on 18 September, 1958, report of.

1316 DST Navy 39908 took off from Monterey, after aircraft was airborne, tower requested him to make radio checks on 3023.5 mcs.

1318 DST 39908 made a radio check on 3023.5.

1338 DST 39908 called tower over Hollister on 142.7m mcs, saying he had been calling tower on 3023.5.

1358 DST 39908 called tower over Santa Cruz on 3023.5, tower received aircraft very broken. This was the last communications with the aircraft.

(b) (6)

Office Memorandum • UNITED STATES GOVERNMENT

TO : Operations Officer

DATE: 19 September, 1958

FROM : Control Tower

17

SUBJECT: Dye marker in Monterey Bay on 18 September, 1958, report of.

1440 DST Coast Guard 2124 reported a green dye marker in Monterey Bay 10 miles off the beach at Fort Ord and requested to know if Fort Ord were using any dye markers. Fort Ord advised they were using no dye markers and conducted no firing into the water. After investigation of the dye marker Coast Guard 2124 reported dye marker appeared to be from a surface ship and was not a raft.

(b) (6)

(D) (5)

SPECIAL HANDLING REQUESTED

10 AUGUST 1958

RECORDED (12)

## SUMMARY OF SAFETY EQUIPMENT, INJURIES AND CAUSE

## DIRECTIONS

1. Use separate form for each person  
Under Injury Class, check following key:

Injury "A" Fatal injury is considered for reporting procedures as one that  
leads to death prior to submission of the Aircraft Accidents Report.  
Injury "B" Critical injury is considered for reporting procedure as injury  
which requires hospitalization or medical treatment which will result in death  
within 30 days unless otherwise specified.  
Injury "C" Critical injuries resulting in death  
within 30 days shall be reported by letter to the original address.  
Injury "D" Critical injury is critical for reporting procedure  
but does not require hospitalization or medical treatment which will result in death  
within 30 days unless otherwise specified.  
Injury "E" Critical injury is critical for reporting procedure  
but does not require hospitalization or medical treatment but from which the individual will be exposed  
to severe, unexpected critical conditions or complications erroneously.

listed in this category which result in death within 30 days shall be reported  
Injury "F" Minor injury is considered for reporting procedures as non-injury  
less than serious:  
Class "G" Critical injury:  
Class "H" Unknown injury: loss and presumed normal.  
Class "I" Unknown injury: loss missing:  
Class "J" Uninjured:  
Class "K" Minor:  
Class "L" Moderate:  
Class "M" Severe:  
Class "N" Critical and recovered to duty:  
Class "O" Critical and hospitalized:  
Class "P" Critical recovered.

1. NAME <b>MURRAY, Gilbert Sweet, Jr.</b>	2. FILE NO. <b>(b)</b>	3. RANK-FAVS <b>LT</b>	4. AGE <b>33</b>	5. WEIGHT <b>192</b>	6. HEIGHT <b>72 3/4"</b>
6. POSITION ASSUMED AT TIME OF ACCIDENT <b>Unknown - Probably right seat.</b>					
7. INJURY CLASS <b>L</b>					
8. AIRCRAFT MAKE & MODEL NUMBER <b>Pilot - Signed out airplane</b>					
9. SAFETY EQUIPMENT					
SHOULDER HARNESS	RAF 1201-6A	X	UNINJURED	WAS OXYGEN BEING USED AT TIME OF ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
LAPEL BELT	RAF 1201-5	X	S	PRE-OXYGENATION <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
INERTIA REEL	Scout 1201-1000-1	X	S	IF YES, OXYGEN SUPPLY PRESSURE PRIOR TO FLIGHT <input type="checkbox"/> PSI	
"G" SUIT	(Scout 1201-1000-1)			AT TIME OF INCIDENT <input type="checkbox"/> PSI	
HELMET				WAS OXYGEN EQUIPMENT PRE-FLIGHTED BY PILOT UNKNOWN <input type="checkbox"/> YES <input type="checkbox"/> NO	
OXYGEN MASK				IF SHOULDER HARNESS USED UNKNOWN	
RAILS				LOCKED UNLOCKED TIGHT SLACK	
SHOES (Type)				PRESSED FORWARD UNKNOWN <input type="checkbox"/> PRESSED AGAINST SEAT BACK	
FLIGHT SUIT, OTHER THAN "G" (Type)				ON IMPACT SAFETY BELT UNKNOWN	
EXPOSURE SUIT (Type)					
OTHER (Specify)					
11. COMMENT OR EXPLANATION (Indicate if "No," "Yes," "as designed," etc., will ever be expected. If any equipment failed, describe failure and probable cause). Use additional sheet if necessary.					
ALL equipment lost at sea.					
12. DATE OF BIRTH, ISSUING OR PROFESSION: LIST ALL CATEGORIES WHERE APPROPRIATE. USE ADDITIONAL SHEET IF NECESSARY					
13. POST CRASH EXAMINATION					
14. DEAD: 1) BY PRIMARY CAUSE (Accident, disease, etc.)			INTERNAL INJURIES		
Lost and presumed drowned.					
AUTOPSY FINDINGS: 1) PERFORMED			17. IDENTIFIED: SITE SURVEYED		
ESTIMATED LENGTH OF HOSPITALIZATION			18. PRE-EXISTING PHYSICAL DEFECTS PRESENT AT TIME OF POST CRASH EXAMINATION (See condition details)		
EXAMINER: HOSPITAL: NAME: DATE: TEST RESULTS			19		
20. EXAMINER: HOSPITAL: ESTIMATED LENGTH OF HOSPITALIZATION					
14. INJURIES					
<input type="checkbox"/> BURN	DEGENERATE	1ST	2ND	3RD	CHARACTERISTICS (ENTER IN):
<input type="checkbox"/> TRAUMA	AREA	HEAD (ventral)	TRUNK (posterior)	EXTREMITIES (upper)	TRUNK (lateral)
UNCONSCIOUSNESS <input type="checkbox"/> SHORT DURATION, LITTLE SIGNIFICANCE <input type="checkbox"/> OTHER (List)					
HEAD: CEREBRAL CONCUSSION <input type="checkbox"/> MINOR <input type="checkbox"/> MODERATE <input type="checkbox"/> CRITICAL <input type="checkbox"/> FATAL					
INJURIES: MINOR EYE INJURIES <input type="checkbox"/> RIGHT EYE <input type="checkbox"/> LEFT EYE MAJOR EYE INJURIES <input type="checkbox"/> RIGHT EYE <input type="checkbox"/> LEFT EYE					
TYPE: SKULL VERTebrae (spine/lumb.) SHOULDER RIBS INFL. UPPER ARM/LOWER ARM HAND UPPER LEG/LOWER LEG FOOT BONES: CRANIAL/FACIAL/CERV./THOR./LUMBAR/SACRAL/COCCYX VISC. LATERAL/HIP/LEGS/LEFT/RIGHT/LEG/LEFT/RIGHT/LEG/LEFT/RIGHT					
SIMPLE FRACTURE COMPOUND FRACTURE COMMUNICATING FRACTURE DISLOCATIONS					
DIS.	JAW	SHOULDER	ELBOW	Wrist	HIP
LO.		CLAW		KNEE	ANKLE
DIS.					FOOT
IMPUTATION: STATE PARTS					
15. AREA OF INVOLVEMENT					
LACERATIONS		CONTUSION/SPRAIN/STRAIN		ABRASIONS	
HEAD	VENTRAL	MILD	Moderate	Severe	<input type="checkbox"/> DRILLED
NECK	DORSAL				<input type="checkbox"/> SNICK <input type="checkbox"/> EXPOSURE
THORAX	VENTRAL				<input type="checkbox"/> MILD <input type="checkbox"/> SEVERE
ABDOMEN	DORSAL				<input type="checkbox"/> MODERATE <input type="checkbox"/> SEVERE
EXTREMITIES (upper)					
EXTREMITIES (lower)					
16. Group of injuries above operation or by cause of post listing indicated above. One specific part of aircraft involved. Source of "No." "Yes," "Revised in Report," or "Uncertified" code as certification will not be required, use uncheckable items, if necessary.					

## MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENTS/INCIDENTS AND GROUND ACCIDENTS

OPNAV FORM 3750-8 (REV. 1-64)  
(Replaces OPNAV Form 3750-2)

OPNAV REPORT-3750-8

## GENERAL INSTRUCTIONS

1. This report shall be filed in the event of an aircraft accident/incident which involves one or more of the following:
- Death
  - Ditching
  - Injury
  - Water Crash
  - Bail-out or Ejection (attempted or successful)
  - Whereas physiological or psychological factors are involved
  - Aircraft ground accidents resulting in serious injury
  - Completion of the form shall be the responsibility of the flight surgeon.
  - 2. For type accident and damage code refer to OPNAV INSTRUCTION 3750.6A.
  - 3. This form shall be prepared in quadruplicate. One copy shall be turned over to the Aircraft Accident Board for the Service and

Intelligence Officer in the case of combat incidents), and the original shall be air mailed (regular) and within 200 miles of Washington, D.C.) direct to Chief of Naval Operations (OP-57) Navy Department, Washington 25, D.C. within 4 working days following the accident. The third copy shall be mailed direct to Safety Equipment Branch, BUAEW, Navy Department, Washington 25, D.C. The fourth copy shall be forwarded direct via air mail (regular) and within 200 miles to Norfolk, Va., to the U.S. Naval Aviation Safety Activity, Naval Air Station, Norfolk 11, Virginia. Where more than one aircraft is involved, separate forms must be completed for each aircraft where applicable. Some of the requirements in paragraph 1, above are applicable. (Additional copies may be prepared for use of squadron flight surgeons and other interested individuals.)

1. DATE (Year)	2. SERIAL NO.	3. ACCIDENT OCCURRED (Geographic location)	4. TIME (Hour)	5. DATE
1958	39906	Center of Monterey Bay	1430	18 Sep 58
COVERED BY THIS REPORT		UNIT OPERATING AIRCRAFT	TYPE ACCIDENT DAMAGE	
TO OTHER MODEL		RAF Monterey, California	B-7	A
PLANE (if specified)		None		
X. AREA OF INCIDENT CONTROL AT TIME OF ACCIDENT/INCIDENT (Area, Field, Range)				
MURRAY, Gilbert Sweet, Jr.				
R. D. GIDDINGS, CAPT		Signature		
Commanding Officer		Date		
<input checked="" type="checkbox"/> AIRCRAFT ACCIDENT		<input type="checkbox"/> AIRCRAFT INCIDENT <input type="checkbox"/> COMBAT INCIDENT <input type="checkbox"/> GROUND ACCIDENT		
13. ACCIDENT DESCRIPTION				
INCLUDE HEREIN A BRIEF BUT Factual ACCOUNT DESCRIBING THE ACCIDENT/INCIDENT. INCLUDE SUCH CAUSES AS KNOWN. ESTIMATES OF "O" FORCES, ANGLES OF APPROXIMATE IMPACT ATTITUDE ON IMPACT, ETC. ATTACH PHOTOGRAPH WHEN PERTINENT.				

At 1334 PST on 18 September 1958 SNS-5A #39906 departed on a three hour instrument check flight with Lieutenant Murray as pilot in command and check pilot, and Lieutenant Shimer as co-pilot, and AC2 Simpson as observer, with four and one-half hours gas aboard. They reported in over Hollister, California at 1330, and then at 1358 PST sent a garbled message which the tower interpreted as coming from Santa Cruz, California. They were not heard from again. The U.S. Coast Guard reported that at 1430 that they saw some orange flotsam in Monterey Bay. No aircraft was reported missing at that time. When the aircraft was reported overdue a search was organised and on 19 September 1958 the NAF helicopter spotted the previously reported orange debris. This was picked up by the Coast Guard and was identified as two (2) seat cushions from an SNS, a piece of balsa wood flooring and a Weight and Balance Book with the label SNS-5 #39906 stamped on it. From the condition of the seat pads and balsa flooring, an uncontrolled crash without fire can be assumed.

18

## 14. PILOT FACTORS (Check pertinent pilot factors listed below)

	PILOT	CO-PILOT		PILOT	CO-PILOT
IN CONTROL AT TIME OF INCIDENT/INCIDENT	✓	✓	HYPOTENSION SUSPECTED		
AMOUNT OF FLIGHT TIME IN LAST 24 HOURS	1 hr.	1 hr.	CARBON MONOXIDE POISONING SUSPECTED		
NUMBER OF FLIGHTS IN LAST 24 HOURS	1	1	FAULTY VISION		
NUMBER HOURS DUTY IN LAST 24 HOURS	8	8	AEROENOMISM		
HOURS SINCE LAST FULL MEAL	2	2	BLACKOUT, GREYOUT, REDOUT		
TIME AT CONTROLS THIS FLIGHT	✓	✓	VERTIGO		
TOTAL FLIGHT TIME	2646.3	1361.6	NIGHT BLINDNESS		
TOTAL FLIGHT TIME IN MODEL	257.2	65.8	FATIGUE		
NUMBER PREVIOUS ACCIDENTS	0	0	DOMESTIC DIFFICULTIES		
DATE OF LAST ACCIDENT	0	0	UNFAMILIARITY IN TYPE AIRCRAFT		
NUMBER DAYS GROUNDED IN LAST MONTH	0	0	ANXIETY REACTION		
DATE LAST LOW PRESSURE INDICATOR CHECK	10 Aug 58	15 Jul 58	LAST CER (date and score)	1 May 58	20 July 58
AMOUNT SLEEP IN LAST 24 HOURS	8	8	OTHER PERTINENT FACTORS IN ACCIDENT (Describe below)	✓	✓

15. COMMENTS ON ITEMS CHECKED UNDER ITEM 14 WHICH ARE PERTINENT TO INCIDENT/INCIDENT. WHERE APPLICABLE, COMMENT BELOW ON ANY OF THE ABOVE FACTORS AFFECTING CREW MEMBERS OR PASSENGERS

No information available at this time.

## INSTRUCTIONS

1. Use separate form for each person.  
2. Under Injury Class, use following key:

Class "A" Fatal injury - is considered for reporting procedure as one that results in death prior to completion of the Aircraft Accident Report.  
Class "B" Critical injury - is considered for reporting procedure as one which threatens to result in death either from injuries sustained in the accident or from complications thereof. Critical injuries resulting in death will be reported as fatal injuries.  
Class "C" Serious injury - is considered for reporting procedure as injuries less than critical but definitely requiring five or more days hospitalization (including medical treatment) and from which the individual will be expected to recover. Disseminated injuries, conditions or circumstances automatically fall into this category.

listed in this category which result in death within 30 days shall be reported by letter to the original addressor.  
Class "D" Minor injury - is considered for reporting procedure as one which less than serious.  
Class "E" Unknown - is considered for reporting procedure as one which has not been determined.  
Class "F" Drowned injury - lost and presumed drowned.  
3. Under disposition, use following key:  
"G" - deceased  
"H" - survived  
"I" - treated and returned to duty  
"J" - treated and released  
"K" - remains recovered  
"L" - remains not recovered

NAME: <b>SHIRK, Marvin Callister</b>	4. TIME INC: <b>1700 hrs.</b>	5. DATE OF ACCIDENT: <b>32</b>	6. AGE: <b>32</b>	7. WEIGHT: <b>170 lbs.</b>	8. HEIGHT: <b>72</b>
9. INSTRUMENT PLANE, OR INSTRUMENT		10. POSITION OCCUPIED AT TIME OF ACCIDENT: <b>Unknown - Probably left seat.</b>		11. INJURY CLASS: <b>F</b> DISPOSITION: <b>E</b>	
CO-PILOT - Missing instrument check.					
12. SAFETY EQUIPMENT					
SHOULDER HARNESS	SAF 1201-CA	AVAILABLE	USED	NOT USED	DAMAGED
SAF BELT	SAF 1201-S	X	X		
INFLATABLE SEAT	(SAF 1201-3)	X	X		
13. AIR SUIT					
HELMET					
OXYGEN MASK					
GOGGLES					
SUCHES (type)					
FLIGHT SUIT, OTHER THAN "G" type					
EXPOSURE SUIT (type)					
14. OTHER (specify)					
15. Comment on effectiveness (Specify if "No," "Part," or "Yes," as designed, etc., will not be accepted. If any equipment failed, describe failure and available repair). See additional sheet if necessary.					
<b>All equipment lost at sea.</b>					

16. POST CRASH EXAMINATION

17. INJURY CAUSED (multiple entries are ok): **Lost and presumed drowned.** INTERNAL INJURIES

18. AUTOPSY PERFORMED: **NO** AUTOPSY RESULTS: **None** PLATE: **None**

19. ESTIMATED LENGTH OF SUBMERSION: **None** (Enter the approximate number of minutes passed at time of post crash examination for condition present)

20. CARBON MONOXIDE TEST: **None** Results: **None**

21. APPROXIMATE SEASICKNESS: **None** ESTIMATED LENGTH OF SUBMERSION: **None**

22. INJURIES								
<input type="checkbox"/> HEAD	THROAT	1ST	2ND	3RD	1ST	2ND	3RD	ESTIMATION ENTERS HERE
<input type="checkbox"/> EXTREMITIES	AREA	HEAD (ventral) (cervical)	THROAT (ventral)	EXTREMITIES (upper) (lower)				20

UNCONSCIOUSNESS:  SHORT DURATION-LITTLE SIGNIFICANCE  OTHER (list)

HEAD	GENERAL CONCUSSION			<input type="checkbox"/> MINOR	<input type="checkbox"/> SERIOUS	<input type="checkbox"/> CRITICAL	<input type="checkbox"/> FATAL	MINOR FACIAL INJURIES	MAJOR FACIAL INJURIES					
INJURIES	MINOR EYE INJURIES			<input type="checkbox"/> RIGHT EYE	<input type="checkbox"/> LEFT EYE	MAJOR EYE INJURIES			<input type="checkbox"/> RIGHT EYE	<input type="checkbox"/> LEFT EYE				
TYPE	SKULL	VERTEBRAE (except neck)	SOFT TISSUE											
SEVERITY	CRANIAL	FACIAL	CERV.	THOR.	LUMBAR	SACRAL	COCYX	GYROSIS	PEL.	UPPER ARM/SHOULDER	ARM	HAND	UPPER LEG/LOWER LEG	FOOT
STABLE									VIS	LEFT	RIGHT	LEFT	RIGHT	LEFT
FRACUTURE														
COMPOUND														
COMMUNICATING														
FRACUTURE														
BJS	JAW								THIGH/LLEG	SHOULDER	ELBOW	HIP	KNEE	ANKLE
LD														
CA														
CTION														
AMPUTATIONS - STATE PARTS														

AREA OF INVOLVEMENT	LACERATIONS			CONTUSION/SPRAIN/STRAIN			ABRASIONS			<input type="checkbox"/> DROWNED		
HEAD	MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE	SHOCK	EXPOSURE	
VENTRAL										<input type="checkbox"/> MILD	<input type="checkbox"/> MODERATE	
DORSAL										<input type="checkbox"/> MODERATE	<input type="checkbox"/> SEVERE	
NECK										<input type="checkbox"/> SEVERE	<input type="checkbox"/> SEVERE	
THORAX												
VENTRAL												
DORSAL												
ABDOMEN												
EXTREMITIES (upper)												
EXTREMITIES (lower)												

23. Grade of Injuries (Box specimen as to cause of each injury indicated above. Give specific parts of aircraft involved. Entries of "No," "None," "Drowned on impact," or "Unconscious" will not be accepted. Use additional sheet, if necessary.)



UNIT **NAF Monterey, Calif.**  
 DATE ACCIDENT **16 Sept 1958**  
 MODEL **SBD-5A**  
 BU. NO. **39908**

## DITCHING AND WATER CRASH REPORT

 CONTROLLED DITCHING WATER CRASH

WEATHER  SLIGHT  MODERATE  ROUGH  
 SEA STATE  1  2  3  
 WIND VELOCITY (feet) Fair temp. °F) (Water temp. °F)  
**67** **?**

## A. PROCEDURES

CANOPY	<input type="checkbox"/> JETTISONED	POWER	<input type="checkbox"/> ON	<input type="checkbox"/> OFF	DITCHED	<input type="checkbox"/> INTO WIND
	<input type="checkbox"/> OPEN	WHEELS	<input checked="" type="checkbox"/> UNKNOWN	<input type="checkbox"/> UP	<input type="checkbox"/> DOWN	<input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> CLOSED	FLAPS	<input type="checkbox"/> UP	<input type="checkbox"/> PARTIAL	<input type="checkbox"/> FULL	<input type="checkbox"/> CROSS WIND

## 5. IMPACT (Estimated)

ATTITUDE	VEHICLE	SPEED (Knots indicated)	STOPPING DISTANCE (ft.)	NO. OF IMPACTS	TIME AIR FLOATED (Sec.)
----------	---------	-------------------------	-------------------------	----------------	-------------------------

## B. EXIT

A.	NAME	BILLET	UNDERWATER	PLACE OF EXIT	DIFFICULTIES
A.	<b>NO INFORMATION</b>	PILOT			Breathe below
B.					under A, B,
C.					C, and D
D.					

22

## 7. SURVIVAL EQUIPMENT

SHOES		GLOVES		LIFE VEST		EXPOSURE SUIT		RAFT		USED TO ATTRACT ATTENTION					
TYPE	DAMAGED	TYPE	DAMAGED	TYPE	DAMAGED	TYPE	DAMAGED	TYPE	DAMAGED	DYE	FLARES	FLASHLIGHT	MIRROR	SUN	RADIO
A															
B															
C															
D															

8. LIST CAUSE OF DAMAGE, IF ANY, TO SURVIVAL EQUIPMENT (Include photo of damage) (See additional sheet, if necessary)

9. LIST ANY DIFFICULTIES OR FAILURES IN USE OF SURVIVAL GEAR (See additional sheet, if necessary)

10. TIME IN RAFT	TIME IN WATER	METHOD OF RESCUE
------------------	---------------	------------------

11. LIST EQUIPMENT DROPPED TO SURVIVORS; STATE IF USED EFFECTIVELY (See additional sheet, if necessary)

12. LIST ALL ITEMS IN SURVIVAL KIT WHICH WERE USED - EFFECTIVENESS (List those needed items which failed or were lost - Recommendations) (See additional sheet, if necessary)

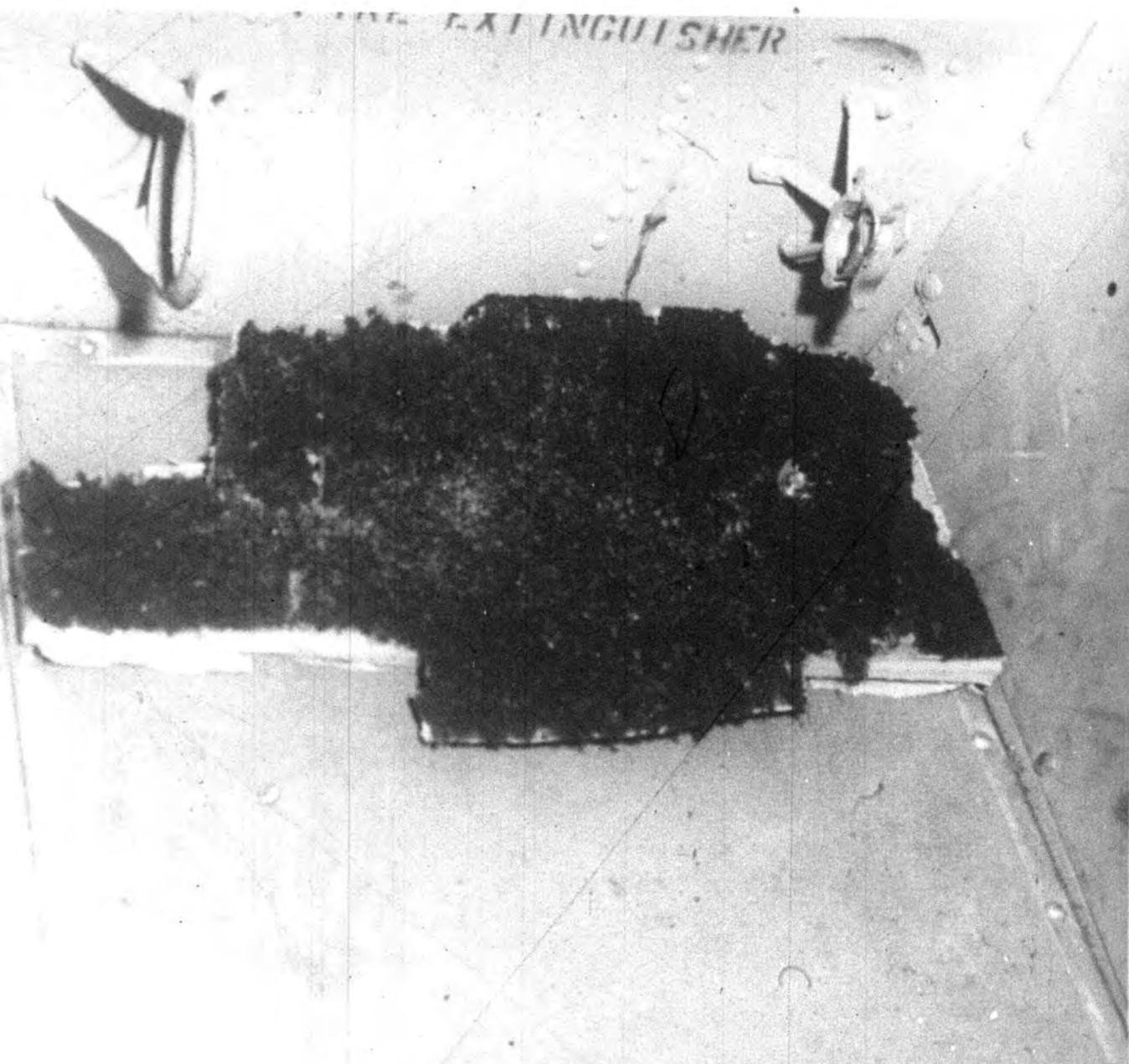
13. INCORPORATE SURVIVORS' NARRATIVE

23



C  
SNC 5 39908 18 SEPT 1958  
DEBRIS RECOVERED  
ENCLOSURE (3) PAGE 1

24



SNB 5 39908 18 Sept 1958  
LEFT REAR CORNER OF DECK WITH  
SNAP FASTENER

ENCLOSURE(S) PAGE 2

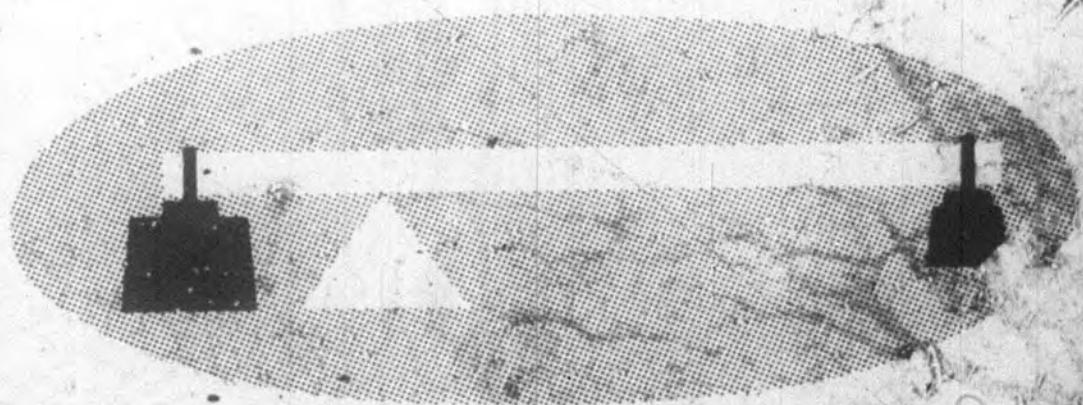


SNAP FASTNER

REAR LEFT CORNER OF DECK WITH  
SNAP FASTNER

25

# WEIGHT and BALANCE DATA



FOR MODEL

SNB-5

ANNUAL

SERIAL NO.

39908

ONLY

SNB 5 39908 18 SEPT 1958

ENCLOSURE #3) PAGE 4

## WEIGHT AND BALANCE CLEARANCE FORM F

(USE REVERSE FOR TACTICAL MISSIONS)

Reference  
R.A.F. Form 2629  
R.C.A.F. Form F, 118 C  
SO.M. 8-51 (8707)

DATE <i>14 JANUARY 1958</i>	AIRPLANE TYPE <i>SNB-5</i>	FROM <i>ROUTELEY</i>	HOME STATION <i>RAF FARNBOROUGH</i>
MISSION/TRIP/FLIGHT NO. <i>39908</i>	SERIAL NO. <i>39908</i>	TO <i>LOCAL OPS</i>	PILOT <i>PILOT</i>
LIMITATIONS			
CONDITION	TAKEDOWN	LANDING	LIMITING WING FUEL
1 ALLOWABLE GROSS WEIGHT	<i>8730</i>	<i>8400</i>	
TOTAL AIRPLANE WEIGHT (Ref. 11)	<i>9844</i>		
OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT			
OPERATING WEIGHT (Ref. 8)			
ALLOWABLE LOAD (Ref. 10) (WH SMALLER THAN)	<i>686</i>		
PERMISSIBLE C.G. TAKEOFF	FROM <i>16</i>	TO <i>(5% Aft C.G. limit)</i>	
PERMISSIBLE C.G. LANDING	FROM <i>16</i>	TO <i>(5% Aft C.G. limit)</i>	
LANDING FUEL WEIGHT			
REMARKS <i>2 PLATS 1 RACK 1 FOX Etc.</i>			
MAY 20 1958 <i>ROUTELEY</i>			
TOTAL FREIGHT			
TOTAL MAIL			
COMPUTER PLATE NUMBER (If used) <i>E 971</i>			
1 Enter constant used. 2 Enter unless otherwise applicable T.O. 3 Applicable to gross weight (Ref. 10). 4 Applicable to gross weight (Ref. 10). 5 Ref. 9 minus Ref. 17.			
CORRECTIONS (Ref. 16)		13 TAKEOFF CONDITION (Determined) <i>8329</i> <i>270</i>	
COMPT	ITEM	14 CORRECTIONS (If required)	
		WEIGHT	INDEX OR MOM/
		16 TAKEOFF C.G. IN % M.A.C. OR IN. <i>33.3</i> <i>0%</i>	
		17 LESS FUEL <i>1276</i> <i>271</i>	
		18 LESS AIR SUPPLY LOAD DROPPED	
		19 WIND VARIABLES	
		20 ESTIMATED LANDING CONDITION <i>7393</i> <i>271</i>	
		21 ESTIMATED LANDING C.G. IN % M.A.C. OR IN. <i>19.8</i> <i>0%</i>	
TOTAL WEIGHT REMOVED		-	(b) (6)
TOTAL WEIGHT ADDED		+	(b) (6)
NET DIFFERENCE (Ref. 16)			SIGNATURE
WITNESS AUTHORITY			SIGNATURE
PILOT			SIGNATURE

DD FORM 1 SEPT 54 365F

SNB 5 39908 28 SEPT 1958

ENCLOSURE (3) PAGE 5

12ND NAF 146

U. S. NAVAL AIR FACILITY  
MONTEREY, CALIFORNIAATD 2014 2  
ATA \_\_\_\_\_HOME STATION MRGLOCAL AIRCRAFT CLEARANCE (MILITARY) DATE 9/18/58 S

TYPE AIRCRAFT SNB BUNO 39908 CALL NAVY 39908  
MURRAY CS LT USN  
 (PILOT'S NAME) (RANK) (ORGANIZATION)  
SHIMER MG LT USN  
 (CO-PILOT'S NAME) (RANK) (ORGANIZATION)

E.T.D. 2000 E.T.E. 3400 HOURS OF FUEL 400 XMTS VHF REC VHFAREA OR ROUTE LOCAL

PASSENGERS

1. SIMPSON NE 102

2. \_\_\_\_\_

3. \_\_\_\_\_

AD Murray Jr.

28

(PILOT'S SIGNATURE)

(CLEARANCE AUTHORITY)

## PART A - PREFLIGHT "K"

OPNAV FORM 3760-2 (Rev. 7-56)

NAVY AIRCRAFT  
FLIGHT RECORD

(Retain at Place of take-off)

DATE  
9/18/58KIND OF FLIGHT CODE  
102

A/C MODEL <u>SNB 5</u>	A/C SERIAL NO. <u>39908</u>	A/C REPORTING CUSTODIAN <u>MSV</u>
FUEL (Gal./Ltr.) <u>206</u>	OIL (Gal./Ltr.) <u>16</u>	OXYGEN (Lbs.) <u>OK</u>
ORDNANCE (Type and quantity)		DESTINATION <u>LOCAL</u>
A/C LIMITATIONS		

CERTIFICATION: I certify that this aircraft has been inspected this day in accordance with approved Preflight Instructions, is serviced as stated above, and is ready  
 (b) (6)

ACCEPTANCE: I accept this aircraft for flight. I have examined the Last 6 Discrepancy Reports on this aircraft. I certify that all requirements for weight and balance clearance, DD Form 3657, on this aircraft have been fulfilled.

(b) (6)

INSTRUCTIONS: List all personnel aboard on the REVERSE SIDE of PART A, if no other list is filed.  
DETACH PART A when the rest of the form is taken into the VC.  
Always take PARTS B and C on NON-LOCAL FLIGHTS.

SNB 5 39908 18 SEPT 1958 ENCLOSURE (3) PAGE 6

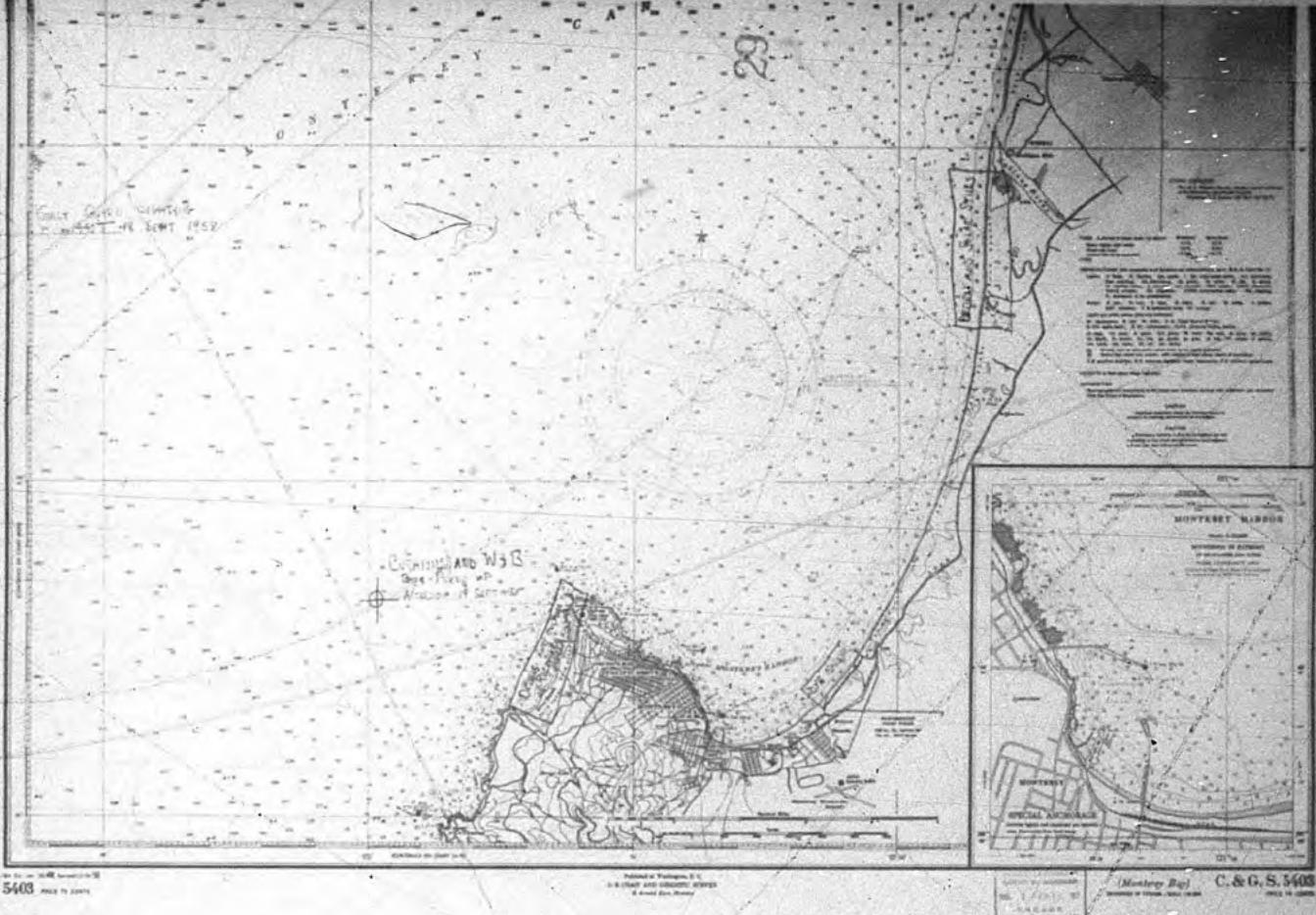


DIAGRAM OF SIGHTINGS AND DEBRIS RECOVERIES  
ENCLOSURE (3) PAGE 7